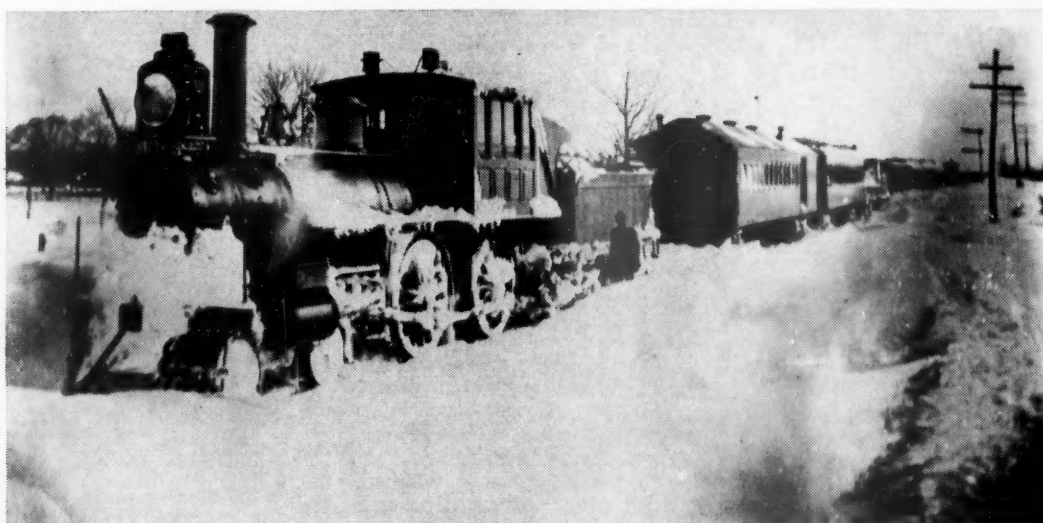


# LONG ISLAND FORUM

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Southold  
New York



Old Steam Train Stuck in Blizzard at Willow Tree Station. The Station, Which Was Established in 1837 was Located North of the Railroad west of Hamilton Avenue; now 183 Street in Jamaica. See page 105.

## TABLE of CONTENTS

MEMORIES OF FAR ROCKAWAY _____	Julian Denton Smith
GENERAL WOODHULL'S CAPTURE _____	Henry Onderdonk, Jr.
POET OF JAMAICA _____	George B. Winans
WRECK OF THE PRINCESS ANNE _____	Lou Pearsall
THE RAILROAD REACHES JAMAICA PART I _____	William D. Slade
MRS. BARTLETTE'S SCHOOL _____	Chester G. Osborne
WRITING ABOUT WRITING _____	READER'S FORUM

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## Readers' Forum

### Rules For Teachers

Former Village Historian, Conservationist and Singer of old Long Island ballads, Russell V. Carman of Quogue, has submitted the following "Rules for Teachers at Oysterponds School." Marvin Holmes was schoolmaster or principal at the time the rules were in force in the 1820's. Mr. Carman wonders whether or not school teachers of today might consider some of the rules a bit harsh.

1. Teachers each day will fill lamps, clean chimneys and train wicks.

2. Each teacher will bring a bucket of water and a scuttle of coal for the day's session.

(Continued on Page 102)

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# Memories of Far Rockaway

*Julian Denton Smith*

IN AN "Atlas of Long Island, New York," by Beers, Comstock and Cline published in 1873, there appears a map of Far Rockaway and surrounding communities showing an inlet between the mainland and the beach. Bath houses and restaurants are indicated over on the beach.

The inlet is out of Mott's Basin, an arm of Jamaica Bay, to Deb's Inlet at Lawrence, roughly two miles. The width of the inlet at Far Rockaway shows on the old map as about 800 feet. It paralleled the coast line (east to west) to a point south of Mott Basin where it turned north to Jamaica Bay. The Edgemere Hotel was built on the far side of this bend and facing east overlooking the activities the full length of the inlet.

The inlet actually amounted to an inland waterway joining Jamaica Bay and the Great South Bay. Due to variations in time and height of tides the inlet had a swift flow of water and plenty of depth.

The bath houses and restaurants over on the beach were reached by boats. A few sailboats made the short haul and two sailless ferries operating on submerged cables. No one seems to remember whether the cable looped over a revolving drum on the ferry or turned on cogs. Three or four local men owned the ferry with cable as well as the horse cars between the beach and the railroad station at Far Rockaway. Numerous hacks and hotel stages provided a fleet of transportation back and forth to the beach ferry. Far Rockaway at that time was a large and important summer resort with a hundred or more boarding houses and large hotels. The clientele was predominantly Irish from New York City, Albany and Troy.

Sometime just before 1900



"Swimming" Scene at Rockaway Beach in the Early 1900's.

it seemed more important to permanently connect the west end of the Rockaway peninsula with Far Rockaway than to keep the inlet open. So the inlet was blocked with rock from the city subway excavations. The flow of water stopped and the inlet slowly filled with sand making a wide, high beach.

Within a few years of 1910, electric power reached Far Rockaway and the old horse-car line was electrified. At the middle point of the single run of track between the beach and railroad station a double track of about 100 feet with two hand-operated switches was installed so that two trolley cars going in opposite directions could pass each other.

The open trolley cars had seats clear across from side to side, like church pews, and a single boarding step or running board along both sides. In a shower almost everyone got wet as the roof was the only protection. A pole extended from the car roof to the overhead electric line. The contact broke frequently by the pole failing to follow the overhead line. It was one of the conductor's duties to haul down the pole and re-establish

contact.

There was a sort of cow-catcher affair at both ends of the cars. I have ridden out front on one of these things when the car was jammed and people hanging on like ants. Each time two cars passed at the middle point, those passengers standing on the running boards of the passing sides had to get off, run around the other car and climb back on beyond the switch. The conductor had a terrific job trying to collect fares when the running boards swarmed with hangers-on, as the running boards were his only way front and back along the car. He would go frantic if an over-happy passenger yanked the cord ringing up fares on the register. His fares had to tally with the register.

Nor was the motorman without troubles. The cars were equipped with hand brakes. The hill down to the end of the line at the beach had to be vigorously braked or the car would rush across a short trestle and crash against a wooden bumper. If the motorman was making up time, a passenger on the front seat had to help him wind and hold the brake wheel. The

motorman would lose all patience when a horse-drawn vehicle got its wheels caught in the tracks and could not pull out. Then the men aboard the trolley would get off and lift the vehicle out of the tracks to let the trolley proceed.

In later years longer, heavier trolley cars with center aisles and screened sides operated on the station-to-beach run. These cars had difficulty in making the sharp turns around street corners. The front trucks often jumped the tracks and ran several feet over the cobblestones. Then the second car had to be brought up to help maneuver the wayward one back on the tracks.

Several rows of bath houses at Roche's Baths were rented to families for the season, a whole family occupying a single house. The partitions were of ordinary pine sheathing into which it was easy to whittle or carve little peep-holes. Our house had a couple of such holes. One day my brother and I were too noisy with our peeping and the occupants of the other house got wise. Suddenly a long hat pin was thrust through the peephole with the point our way. Thereafter all peeping was done with a piece of broken glass pressed tightly against the hole.

Fresh water showers sprayed from three sprinklers clustered in a latticed enclosure in front of the bath houses. As an architectural embellishment a short wooden spire stuck upwards from the point of the roof over the enclosure. Straw hats were proper male attire for the summer, but as soon as Labor Day passed, any man wearing a straw hat to the beach would be mobbed and his hat yanked off his head. Someone would climb to the shower roof and spindle the hat on the wooden spire. Remains of the hats would be removed during the painting touch-up of the next season.

In the very early days of the second bath house estab-

(Continued on Page 117)



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# General Woodhull's Capture

(Since this issue of the Forum is largely concerned with bygone days in the Borough of Queens, we thought it appropriate to give the late Henry Onderdonk's account of the capture of General Woodhull by the British as he recounted the famous event in his "Documents and Letters Intended to Illustrate the Revolutionary Incidents of Queens County." N. Y. Leavitt, Town and Co. 1846 pp. 104-106.

Readers please note that the "God Save the King" dialogue is included in Onderdonk's first account but that it is omitted in the "Death-bed confession to a fellow prisoner." In the November, 1960 issue of the Forum, Richard K. McMaster, S. J. of Fordham University called our attention to "The Suppressed History of General Nathaniel Woodhull" where in the "God Save the King" incident seems to be proven false. Since Father McMaster's letter the Long Island Revolutionary Round Table has had a session to discuss the whole matter — whether Major DeLancey or Captain Sir James Baird should be convicted of the murder of General Woodhull. We take this opportunity therefore of asking Father McMaster if he will pass on the verdict to us so that Onderdonk story may be set right.—The Editor.)

JAMAICA. AUGUST 28, a detachment of the 17th. Light Dragoons entered the village amid thunder, lightning, and a violent rain, in pursuit of Gen. Woodhull's party, who were driving off the stock.

They stopped at Mrs. Cebra's, and inquired for Col. Robinson. The Colonel had gone off with Gen. Woodhull, but Robert Moore of Newtown (who had stopped in the house to keep the women company during the violent thunder shower), came to the door. Mistaking him for the Colonel they nearly cut off his hand with a sabre blow. On finding their prey had escaped, they hastened on eastward.

Gen. Woodhull had been

*Henry Onderdonk, Jr.*

left in Jamaica with only ninety men. These he ordered to move on eastward, and expecting every moment an order from Congress at Harlem, he lingered at Jamaica till the latest moment, too late, alas! He then moved slowly on and halted at Carpenter's Inn, two miles east of Jamaica. It was in the afternoon and he is supposed to have sought shelter there from the rain. He had already sent off his only attendant. Col. Robinson, who went on to Huntington, crossed to Old Milford, and continued in Connecticut during the war.

As the General came out of the house, took his horse from under the shed, and laid his hands on the reins, the Light-Horse (guided, it is said, by one Smith, John Livingstone's ostler) galloped up, their swords gleaming in the lightning's red glare. The first salutation was: "Surrender you d—d rebel." The General delivered his sword. "Say God save the King!" they cried. His only reply was "God save all honest men." "God save the King!" they again shout-

ed and showered their sabre blows on his devoted head, and arm as it was uplifted to ward off the strokes.

After they had sufficiently hacked their defenceless but undaunted prisoner, he was mounted, the blood streaming from his wounds, behind one of the troopers, who instantly hurried him back to Jamaica, for fear of being intercepted. That night he was placed in Hinchman's Tavern, (still standing,) where Dr. Ogden and Minema, his pupil, were refused permission to dress his wounds. A British surgeon was called in.

While in Hinchman's Tavern, and suffering great pain, he sent for a Miss Cebra and said to her, "Madam, I understand that you are Mrs. Robinson's sister." Then drawing a silver spoon from his pocket, he said, "Take this, Madam, and hand it back to Mrs. Robinson. She gave it to me some time ago when I was about to take the field, 'for,' she said, 'she supposed I might not always have conveniences for eating when in camp.'"

His shirt sleeve, cut with

(Continued on Page 102)



The capture of General Nathaniel Woodhull at Jamaica in 1776. From an old picture photographed by F. Kull.

(Continued from Page 98)

3. Make your pens carefully. You may whittle nibs to the individual tastes of the pupils.

4. Men teachers may take one evening each week for courting purposes, or two evenings a week if they go to church regularly.

5. After ten hours in school, the teachers spend the remaining



time reading the Bible or other good books.

6. Women teachers who marry or engage in other unseemly conduct will be dismissed.

7. Every teacher should lay aside each day a goodly sum of his earnings for his benefit during his declining years so that he will not become a burden on society.

8. Any teacher who smokes, uses liquor in any form, frequents pool or public halls, or gets shaved in a barber shop will give good reason to suspect his worth, intentions, integrity, and honesty.

9. The teacher who performs his labors faithfully and without fault for five years will be given an increase of twenty-five cents per week in his pay, providing the Board of Education approves.

(Editor's Note: Then when the teacher gets his raise he can REALLY lay aside a goodly sum!)

#### A Close Call!

In the March issue of the Forum, H. P. Horton of Amityville states that 100 years ago the Montauk Division of the railroad had its eastern terminal at Sayville—I was born 16 years after that period, within a few feet where the railroad eventually came through Bluepoint—could Mr. Horton or some other reader tell the exact year?

R. S. ABRAMS  
Blue Point

## General Woodhull

(Continued from Page 101)

seven gashes, and also his hat slashed in many places, were preserved by Miss Cebra, and remained in the General's family some years, till his mansion was burnt.

The next day he was taken westward and put on board an old vessel at New Utrecht, used for transporting live stock, where he had none of the conveniences his wretched condition required. He was next removed to the house of Wilhelmus Van Brunt (still standing near the church at New Utrecht,) which was used as a hospital.

His arm mortified, and it was decided to take it off. He thereupon sent express to his wife that he had no hopes of life, and requested her to gather up what provisions she could (for he had a large farm,) and hasten to his bedside. She accordingly loaded a wagon with bread, crackers, hams, butter, and the like, and barely reached her husband in time to see him alive. With his dying breath he requested her to distribute the provisions she had brought among the suffering, starving American prisoners. His body was embalmed by the British surgeons, and taken by his wife to Mastic, and interred on his farm about September 23.

As there have been many different accounts of Gen. Woodhull's capture, we will here insert what may be termed his death-bed confession

to a fellow prisoner.

\*\*\* Robert Troup says: "that while he was confined on board a transport, Brigadier General Woodhull was also brought on board in a shocking mangled condition; that he asked the General the particulars of his capture, and was told that he had been taken by a party of light-horse under command of Captain Oliver DeLancey; that he was asked by said captain if he would surrender; that he answered in the affirmative, provided he would treat him like a gentleman, which Captain DeLancey assured him he would; whereupon the General delivered his sword, and that immediately after the said Oliver DeLancey, Jr. struck him; and others of his party, imitating his example, did cruelly cut and hack him in the manner he then was; that although he was in such a mangled and horrid situation, he had nevertheless been obliged to sleep on the filthy deck or bare floor of said transport, had not a lieutenant lent him a mattress; that General Woodhull was afterwards carried to the hospital in the church of New Utrecht, where he perished, as the deponent was on good authority informed, through want of care and other necessities."

\*\*\* Sworn, January 17, 1777, before Governor Morris.

Troup was Lieutenant in Lieut. Col. Lasher's battalion of New York militia, and was taken prisoner at 3 o'clock A.M. August 27.

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# Poet of Jamaica

READERS OF the November 17, 1863 "Long Island Farmer" of Jamaica were treated to a diversion from the news of the War Between the States when they came upon an anonymous descriptive poem written in heroic couplets entitled "A Poem. Scene — Jamaica, L. I. \*Reminiscences of Boyhood \*Home \*Old Friends Revived \*Old Scenes Revisited \*Union Hall, &c."

It was later discovered that the author was Benjamin Charles Leech of Jamaica, where he was born in 1824. Several generations of the Leech family had lived there and Benjamin was the son of Obadiah Paul Leech and Susan (Holland) Leech. Benjamin's father, who was a shoemaker by trade, served in the armed forces with of his country during the War of 1812.

Our poet was a student at Union Hall Academy and his name appears on a program of the school dated October 10, 1839. In 1849 he became the proprietor of a retail hardware store at what is now known as 148 Atlantic Avenue,

George W. Winans

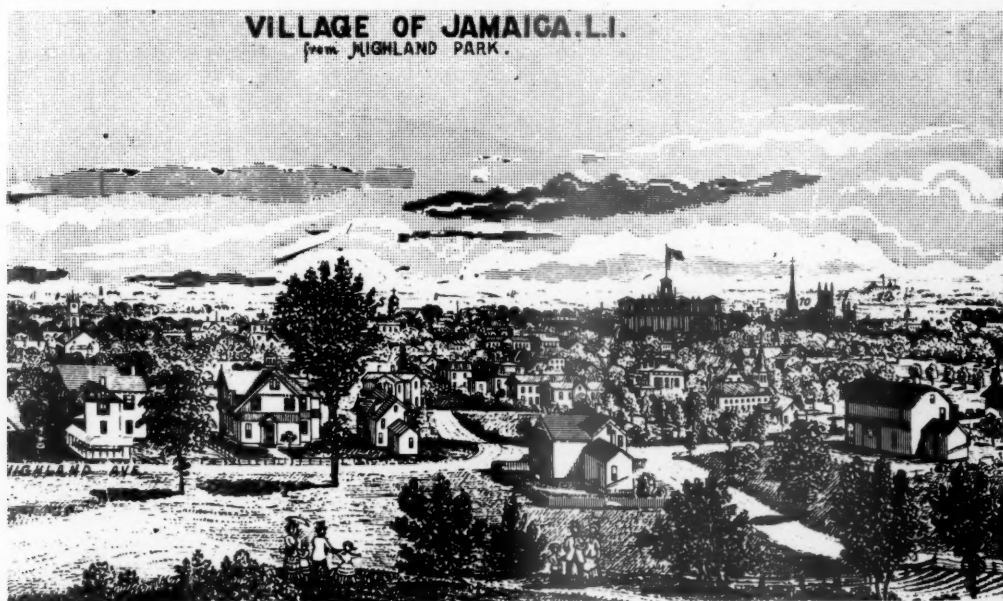
ue, Brooklyn. He married a Miss Creed of Queens Village and in 1892 or 1893 retired and moved to Trenton, New Jersey. He died in the latter place in 1896 and was buried in the old Methodist Cemetery on New York Avenue in his beloved Jamaica.

Excerpts from the poem follow:

Long Island. O what music in the name,  
Once more we roam thy gentle hills again,  
The way is found—when'er we have the will—  
And up we clamber, to fair "Prospect Hill,"  
A loved retreat, where oft we'd fondly stray,  
And with our playmates while the hours away;  
Reclining round upon the shady green,  
We drank the pleasures of the lovely scene,  
Below us lay in outstretched beauty wide,  
Our hearts delight — each youngster's dearest pride—  
"Our beauteous Village,"  
wrapt in soft repose,

As in yon bower reclines the fairest rose,  
Whilst through the branches interspersed between,  
Ever and anon, the graceful spires are seen;  
Then in the distance, farther yet away,  
Is seen the meadows, and Jamaica Bay,  
And just beyond is stretched the "sea-girt shore,"  
Where ocean billows in their fury roar,  
A favorite spot where thousands wend their way,  
Known to the world at large as Rockaway;  
Still in the distance, o'er the waters blue,  
The whiten'd sails now break upon the view,  
There mammoth steamers plow the billowy main,  
Bound to remotest parts, then back again;  
In the far distance let the eye still look,  
There rise the outlines of old "Sandy Hook,"  
A point well known to every vessel's crew,  
Who o'er Atlantic's billows

(Continued on Page 116)



Panorama Scene of Old Jamaica



## Readers' Forum

### Wreck of the "Princess Anne" At Rockaway

As the day of February 5, 1920 drew to a close, a howling North-easter laden with snow and sleet boiled up a tremendous ocean along the southern coast of Long Island. Bungalows on spiles along the Rockaway shore were tumbled into the seething breakers while ice drifts were jammed into the bay front.

At U.S. Coast Guard Station No. 92, Rockaway Point, the morning watch and patrol went on duty at 2 a.m. During a lull in the storm at 3 in the morning the tower watch discovered a vessel being pounded up on the Rockaway shoals. Though the ship set off no distress signals Warrant Officer William Tooker was summoned to the tower and he immediately gave orders to set off a flare, a Coston signal, to signify to the ship that assistance was on the way.

Captain Tooker then called Captain Joseph Meade at the Arverne Station six miles away but since traffic was at a standstill Captain Meade and his crew had to hike through the storm to Station 92. Meanwhile the Point crew was readying their lifeboat. A big steel-hulled New York City patrol boat then attempted to break the ice and clear a path for the lifeboat but it couldn't penetrate the thick ice.

Then Captain Tooker decided to get the life boat down to the point for launching in the surf abreast of the ship. Two army mules were from nearby Fort Tilden hauled the boat wagon to the point. The bay side here was choked with ice so the decision to try the raging surf was made.

Twice the crew were at their oars, twice Captain Meade, the steersman, bellowed "Go!" Twice the boat was driven back by the power of the surf without mishap due to the skillful steering of Captain Meade. Meanwhile night fell again and the boat was put up.

The next morning the surfmen were back at the Point. Capt. Meade gave orders to roll the



Shown above is the surfboat just after leaving the Coast Guard Cutter "Manhattan" out of New York harbor. Captain Joseph Meade is in the stern handling the steering oar, Captain William Tooker is sitting on the starboard side of the stern sheets; then from left to right: Willis Abrams, Lawrence Rose, Robert Carman, Isaac A. Henry William Varance, Louis Pearsall, Chester Boyle, George Schwan and Joseph Offen.

surf boat to water's edge. He picked his crew to man the oars and had the surf boat water-borne for another attempt at launching. He ordered the bow oarsmen in, while the rest held the boats bow into water. The wind and surf had let up a bit during the night.

Capt. Meade watched for some time and bellowed out "Go," the

boat pushed out with speed and the surfmen and Meade jumping in and taking their places at the oars and pulling hard. There was

(Continued on Page 106)

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# The Railroad Reaches Jamaica - Part I

William D. Slade

THE SCOPE of this writing is the area between old Clarenceville and Hollis. Therefore, only historical data concerning places within these limits is to be mentioned. Of course, Jamaica is the center of attraction.

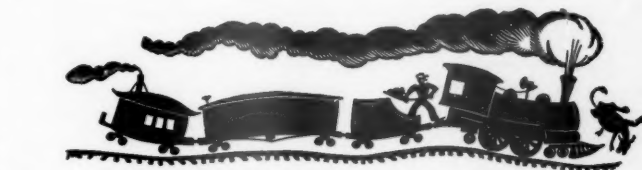
The very first railroad of any kind to be built on Long Island was that of the Brooklyn and Jamaica R. R. following the route of the present Atlantic Branch, which was built in 1834-35.

On April 18, 1836, under lease to the Long Island R. R., this line opened between Brooklyn and Jamaica. The first Jamaica station was between the present Standard Pl. and the present Twombly Pl., the latter being then known as Beaver St. and the former, not then existing.

On March 1, 1837, the "First Division" of the LIRR was built, between a connection to the B & J R R line at Rockaway Rd. (150 St.) and Hicksville. Both the B & J R R & L I R R lines had but a single track. At this time a new station was put in west of Hamilton Ave. (183 St.,) known as Willow Tree.

It is to be noted that the B & J R R & L I R R tracks did not coincide between Rockaway Rd. and Twombly Pl., the LIRR track being a trifle to the south. For this reason and for the reason that the "First Division" was placed in a "cut" from Standard Pl. to west of New York Ave. (163 St.,) the Jamaica station building had to be moved a little to the west of its original site. There were four highway bridges over the "cut," being at Beaver St., Prospect St., Washington St. and Union Hall St.

In 1852, when a real estate development by the name of Clarenceville was being promoted, there were no additional stations in the entire area. But, in 1859, Clarenceville station was established just



east of Greenwood Ave. (111 St.,) on the Atlantic Branch.

No changes were made until the LIRR opened its Main Line between Hunter's Point (L. I. City) and a connection to the B & J R R at Rockaway Rd., in 1861. This single track line had been built in 1860 by the N.Y. and Jamaica R.R., which company had been absorbed by the LIRR before the line was opened. The "First Division" now became the Main Line of the LIRR and extended from L. I. City to Hicksville as a single track railroad. At the same time, service on the Atlantic Branch west of East New York ceased and the tracks were removed, due to the fact that the use of steam locomotives on the streets of the then City of Brooklyn was no longer permitted. At that time, the City of Brooklyn ended just east of Stone Ave.

As of 1866, no changes had been made, but, the following year, a new railroad was opened by the South Side R. R. It started east of Division St. (151 St.) and terminated at Babylon, being a single track line. Its track in Jamaica was south of the LIRR track and its Jamaica station was between Division St. and Beaver St. After leaving Jamaica, it followed the route now known as the "Old Southern," to the locality which became known as Springfield Junction and from there to Babylon it is now known as the Montauk Branch.

In 1868, the S S R R built its line west of Jamaica, via the present Montauk Branch route, to Fresh Pond, where it followed the present Bushwick Branch route to Bushwick Station and continued to its then terminal at S. 8th St.,

Williamsburgh, single track all the way. A new station was established at Van Wyck Ave., carrying that name. The next year, its Clarenceville station was added at the present site of Richmond Hill. Also, in 1868, a new station had been established on the Atlantic Branch west of Lefferts Ave., which carried that name.

In 1870, the locality of Clarenceville became the Village of Richmond Hill and the S S R R station was so renamed. At this time, the Van Wyck Ave. station on the S S R R and the Lefferts Ave. station on the Atlantic Branch were abandoned. The S S R R added a new station west of Washington Ave., known as Berlin, named after the locality north east of there, this year.

It should be pointed out that the S S R R track crossed the B & J R R track at Washington Ave. and the S S R R track ran just south of the B&JRR track to Jamaica.

In 1871, the S S R R was double tracked west of Jamaica for its entire distance and the next year, from Jamaica to Lynbrook, then known as Pearsall's. Of course, this was via the "Old Southern" route.

In 1872, the N. Y. and Rockaway R. R. built a line from a connection to the L I R R Main Line at the present 177 St., via the present St. Albans to Springfield Junction and across the meadows to Cedarhurst and to Far Rockaway, running next to the S S R R Far Rockaway Branch from Cedarhurst to Far Rockaway. This was a single track railroad. At this time the names Rockaway Junc-

(Continued on Page 108)

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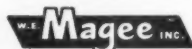
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## Readers' Forum

(Continued from Page 104)

good speed to the boat and it passed over a few combers just about curling ready to break. The surf boat was at last beyond the surf, headed for the vessel.

In the meantime the Coast Guard Harbor cutter "Manhattan," and the N. Y. City Police Patrol Boat from N. Y. Harbor arrived on the scene and anchored as close as possible to the stranded vessel. The Police Patrol Boat anchored nearest due to not drawing as much depth.

The small Police Boat from Barren Island came out through the inlet, with C.P.O. Willis Abrams of No. 92 Station and C.P.O. Isaac A. Henry and Surfman Chester Boyle of No. 91 Station aboard. The Police launch took the surf boat in tow and went to the stranded vessel, which proved to be the "Princess Anne," of the Old Dominion Steamship Co.

Several trips were made to the Police Patrol Boat with passengers from the Princess Anne, the crew staying aboard. Passengers all taken to the Police Patrol boat, Capt. Meade headed to the cutter "Manhattan," and boarded to talk things over with the Captain on board. Photographers from newspapers took pictures of the surfmen aboard the Manhattan and the surfmen leaving in their surf boat.

Capt. Meade brought the surf boat to the Point and pulled up past high water mark. The surfmen all headed up along the beach to station No. 92, where a hearty meal awaited them. They ate and talked over the experiences at the Point. Capt. Meade started back with his crew to station No. 91 at Arverne. Watches and patrols were resumed at station No. 92.

On Feb. 8th. Capt. Tooker and crew walked to the Point. The ocean was covered with ice out from the beach for about one half mile. This was due to the ice floes in Jamaica Bay breaking up and going out with the ebb tide through the inlet and the

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eddy brought it in to the beach, building up offshore as more came there. As soon as the tide made flood, the ice drifted away. The Coast Guards rowed out to the Princess Anne, but their services were not needed so they returned to the beach.

On Feb. 9th. the station crew walked to the point to bring the surf boat and wagon back to the station. They noted the Princess Anne had broken in half, amidship, the cause assumed that the strong inlet tides washed the sand from under the bow and stern, leaving amidship high, which caused the breaking in two. This made an opening in each side, which let much of the cargo float out and wash up on the beaches at Rockaway. Many picked up drifting goods along the beaches.

A report to the Coast Guard follows: Master F. Seay stated the Princess Anne, American steam screw, valued at \$1,000,000, owned by the Old Dominion Steamship Co. of New York. Sailed from Norfolk, Virginia, Feb. 3rd, 1920, bound for New York City with 32 passengers, a crew of 74. Became a total loss. Value of cargo (general) as \$1,103,431, and a total loss.

The forward cargo mast and rudder head could be seen for many years after the stranding, of the once proud "Princess Anne."

Coast Guard Headquarters at Washington sent a letter of commendation to the crews of Stations No. 91 and 92, also to two civilians, Ira Pearsall and Charles Schwan of Arverne. They trudged along with the No. 91 crew and helped pull the surf boat to Rockaway Point, also taking and sending telephone messages for Capt. Meade during the action at the launching of the surf boat.

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## Railroad

(Continued from Page 105)

tion and Springfield Junction came into being. A station known as Rockaway Junction was established at the junction point at the Main Line and the Willow Tree station was abandoned. The N Y & R R R crossed the S S R R at grade at Springfield Junction.

The S S R R had been reorganized as the Southern R. R. of L. I. at the time its ownership was acquired by the Flushing, North Shore and Central R. R. in 1875. The following year, the F N S & C R R. acquired ownership of the L I R R. However, the L I R R became the principal Company and the other two railroads were then leased to it. A number of changes were made this year so as to eliminate duplicate lines and stations.

In 1870, the S S R R had built a single track line between Fresh Pond and L. I. City for freight purposes only. But, in 1876, this became the new passenger route to L. I. City and for many years the L I R R Main Line west of Jamaica was little used as traffic had been shifted to the Montauk Branch. At this time, a new larger Jamaica station was built on the Main Line between Church St. (152 St.) and Standard Pl., the building being located just south of the Dutch Reformed Church. At Springfield Junction, a connecting curve was

put in easterly to the Montauk Branch tracks and near 139th St. in Jamaica a connection was put in so that Montauk Branch trains could operate via the Main Line to Rockaway Junction and via the line now known as the Springfield Branch to Springfield Junction and back onto the Montauk Branch to points east. The point near 139th St. became known as "Jamaica Cross Switches."

In 1877, the Atlantic Branch was again extended westerly from East New York, this time terminating at the Flatbush Ave. station, and, the line was double tracked from Flatbush Ave. to Woodhaven. The Atlantic Branch again became important. The reason for this extension was that the L I R R was again given permission to use steam locomotives on the streets of the City of Brooklyn. The following year, the Berlin station building was moved to about 124th St. on Atlantic Ave. and at this site became a station known as Morris Grove.

The Main Line was double tracked between Jamaica and Mineola in 1880, at which

time the Beaver St. bridge was probably removed. The following year, the Springfield Branch was double tracked and the remainder of the N Y & R R R was abandoned. Also, the Montauk Branch was double tracked between L. I. City and Fresh Pond. In 1882, the Atlantic Branch was double tracked between Woodhaven and Jamaica. Then, in 1883-84, the L I R R shops were built and a station for employees was provided on the Montauk Branch at Fulton St. (91 Ave.)

In 1886, Morris Grove station building was again moved, this time to between Lef-

(Continued on Page 110)



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# Mrs. Bartlette's School

Chester G. Osborne

JAMAICA IN the wintertime was not a good place for Mrs. Bartlette's school for young ladies, according to a letter of November, 1822 in the Tangier Smith Papers.

"My Sister and I have found the strong breezes of the Atlantic very prejudicial to our health," Mrs. Bartlette complained. She then told of her plans to move her school to the city for the season, in the vicinity of "old slip."

Before quoting Mrs. Elizabeth Bartlette in full, we should explain that she was writing to William Smith (1777-1857), sometimes called "Point Billy." The daughter mentioned was his child, Lydia, then about twelve; in later years she would marry the New York Congressman, David Gelston Floyd.

"Mr. Eigenbradt," also referred to, may have been Dr. Lewis E. A. Eigenbrodt; he came to the United States from Germany in 1796, when about twenty years old. Educated for the ministry, he changed his plans. Quoting Thompson's history, he was "engaged as principal instructor in the classical department of Union Hall Academy. There he presided for over thirty years." He was well-respected and was credited with raising the standards of the academy from those of an ordinary grammar school to a high rank among the incorporated seminaries of the state.

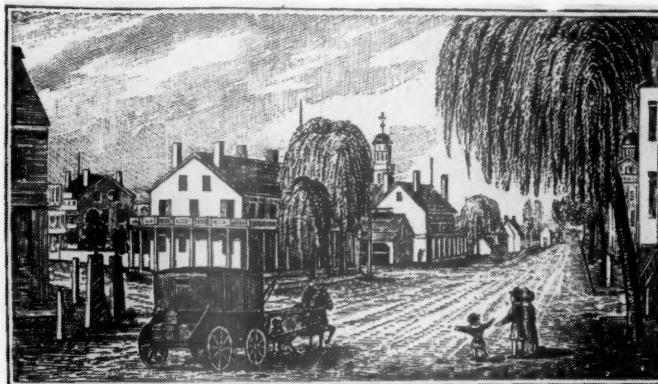
From the remark about the "cot and bed" we would assume that little Lydia boarded with Dr. Eigenbrodt and his family; he had a "number of children" of his own.

Mrs. Bartlette's word "catenate" evades definition; perhaps she meant "contemplate." This is the letter:

Nov. 25th. 1822.  
Jamaica

Respected Sir,

Since you were here to engage board for your daughter,



From an early sketch of Jamaica Village.

our consulting physician has advised for us to go to the City to remain during the winter; as my Sister and I have found the strong breezes of the Atlantic, very prejudicial to our health, in so much that we have been confined to the house during our cold weather, for three years winters past—Our boarders and teachers will accompany us, and the school will be conducted as heretofore, our terms for board & tuition will be the same for those who engaged here—

I presume you can make no objection to our change for the present season, At the approach of summer, we shall either return to this place, or get a situation at Greenwich—We have taken a house a few doors from old slip, 116 Pearl St. Where We shall be pleasantly situated for the winter—As I have reserved a place for your daughter, I take the liberty to send for the cot and bed which is at Mr. Eigenbradt's that it may go with our bedroom furniture, we catenate on going down on thursday & will commence school on the 2nd. of Dec.—Our number for the winter is limited—should this arrangement not meet with your approbation, be so good as to inform me immediately, that I may not reject others

who will apply, respectfully  
your friend,

Elizabeth Bartlette  
(on cover)

Jamaica  
Nov 28th

Mr. William Smith  
Fire Place  
or  
Mastic,  
L. I.

Lydia may have had "the three R's" at home put her regular education does not seem to have begun until she was about ten. In writing to her father in April, 1820, her brother William commented, "I am glad to hear that you have at length got Lydia at school."

The next year she studied at East Hampton, for a bill from there, signed by David Gardner, shows charges for tuition and "Ink Rent and Incidentals."

Then she went to Jamaica, and from that place followed Mrs. Bartlette's school as it moved to New York. In June of 1824 she was still there for William wrote that he had "conducted her safe to Mrs. Bartlette's." A month later her father told William, "She writes me that she is well. . ."

So little Lydia was then thriving in the city climate. But the delicate Mrs. Bartlette found it no more beneficial

(Continued on Page 116)

## Railroad

(Continued from Page 108)

ferts Ave. and Beech St. (120 St.) and was renamed as Morris Park.

In 1888, rapid transit trains on the Atlantic Branch were stopping at Clarenceville and Morris Park on their way to Jamaica. In 1890, new rapid transit stations were added at New York Ave. (163 St.) and at Canal St. (168 St.) and the Rockaway Junction station was relocated a little east of its original site, placing it in what is now the west end of Holban Yard and directly south of 178th Pl., where it became a rapid transit station. Some trains terminated here and others at Jamaica station, while others terminated at Hollis station, which had been established in 1885 at Cornwell Ave.

In 1890, the crossing of the Atlantic Branch by the Montauk Branch was eliminated, by curving the Montauk Branch tracks easterly, starting at a point west of Washington Ave., so that they now were north of the Atlantic Branch tracks from here to Jamaica. At the same time, a foot-bridge was erected connecting Washington Ave. on the north with Maure Ave. on the south. Also, a new station known as Dunton was built between Baker Ave. (134 St.) and Van Wyck Ave., being named after a L I R R official. The same year, the Main Line was double tracked between Mineola and Hicksville.

Two additional tracks were added to the Main Line between New York Ave. and Rockaway Junction in 1893, making a four track line. Also, the Jamaica station was equipped with two island platforms in addition to the original platform on the north side on which was located the station building. A waiting room was built on the eastbound island platform and a foot bridge was built at the east end of the platforms, just west of Standard Pl. and a foot subway was put in under the tracks at the site of the station building, which was used



Old Van Winkle Mill In Jamaica

for transferring passengers from Main Line trains to trains using the Beaver St. station on the "Old Southern." The latter station became known as "Jamaica, Beaver St."

In 1897, street cars started operating over the Main Line bridge at Washington St. (160 St.) These cars ran to Far Rockaway and down Liberty Ave. to old City Line.

In 1903, the Main Line was double tracked west of Jamaica and two additional tracks were installed between the Jamaica station and New York Ave. In order to do this, the "cut" was widened and new bridges were erected at Prospect St., Washington St. and Union Hall St. These new bridges crossed the four track Main Line as well as several new freight tracks. The rapid transit stations at New York Ave. and Canal St. had disappeared before this time.

In the summer of 1905, the Atlantic Branch was equipped with electric third rail to Jamaica and in the fall of that year, the Main Line was so equipped to Queens (Village) and Belmont Park and the "Old Southern" to Laurelton. The following year, a third track was added between Laurelton and Valley Stream, being electrically equipped, and, at this time, Far Rockaway trains started running via Beaver St. station. In 1910 the fourth track was put in

within these limits and the third and fourth tracks between Valley Stream and Lynbrook and electric trains started operating to Long Beach. At the same time, the Main Line west of Jamaica was electrified and the new tunnels from Pennsylvania Station in Manhattan opened, for electric service. A change in the route of the Main Line between L. I. City and Woodside and in the Kew Gardens area was made at this time.

The big changes at Jamaica took place in 1912-14 when the "Jamaica Improvement" program was under way. At this time, the Main Line was placed on a high embankment from west of Van Wyck Ave. to east of Church St.; the Montauk Branch was placed on a high embankment from east of Jamaica Ave. to Van Wyck Ave. and on an elevated structure between Rockaway Rd. and South St. and the Atlantic Branch was slightly rerouted so as to be north of its original right of way between Maure Ave. and Van Wyck Ave. At the latter point it underpassed the Montauk Branch in 1914.

(Continued on Page 116)

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## Readers' Forum

### DeWitt Clinton In Maspeth

Though I have been a faithful reader of the Forum for many years I do not recall ever having read in it anything concerning the residence of Governor DeWitt Clinton. I have heard or read somewhere — that he once lived somewhere near Woodside. Is this a fact?

CHARLES WILSON  
Brooklyn

(In "Long Island Homes, Ancient and Modern" published in 1901, the author, Henry Whittemore, states that DeWitt Clinton once lived in a fine home in Maspeth where once lived Judge Joseph Sackett, "A worthy Judge of the Court of Common Pleas, who died at a venerable age, twenty years before the Revolution."

Author Whittemore further says that in the same house dwelt Judge David S. Jones, and during the Revolution it was occupied by General Warren "of the royal army, and here Gen. Howe superintended the embarkation of his great army in boats on Newtown Creek, where they crossed over to Kip's Bay, and took possession of the City of New York."

Governor Clinton evidently lived there after his defeat for the Presidency. He planned to retire but some of his many prominent visitors prevailed upon him to run for Governor, which he did successfully. We should welcome further comments or data on the old house from readers. The Editor.)

### Sinclair Lewis In Hempstead

It is strange that I had chosen to write a bit about the Woman Suffrage movement just before the arrival of the February issue of the Forum containing Norval Dwyer's article "Susan B. Anthony in Riverhead." Here's an account of a meeting at the West End wherein Mr. and Mrs. Sinclair Lewis took part:

#### MAIN STREET

"There were crowds milling about the Fulton Theatre and the



Why "College Point" is so called is a mystery to many Long Islanders. Mr. Louis H. Schneider, indefatigable historian of College Point, sent us the above photo of the Administration Building of St. Paul's College which was built in his home town in 1839 and was torn down about 1900. The Rev. William August Muhlenberg was Director of the College from 1839 to 1844.

adjoining Sentinel offices on Main Street, Hempstead, that election night in 1916, when Charles Evans Hughes ran against Woodrow Wilson for the presidency. Hempstead Republicans were sure whooping it up, for had not their candidate won? They went home to sleep, happy in that belief. With the new day came news that Woodrow Wilson would be  
(Continued on Page 115)

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## Writing About Writing

THERE WAS a time when a young man starting out upon a career, in this case the profession of law, had a difficult choice; whether to stay in the flourishing community of Sag Harbor or hie himself west to Brooklyn. Now Sag has been drowsing for some years—lately roused from its lethargy by the army of tourists who invade every corner of the island.

Chroniclers of whaling days have used the village for story locale; to wit, James Fenimore Cooper and Herman Melville. George Sterling, the poet, lived and wrote there, and now, in the March issue of Holiday Magazine, John Steinbeck records "Conversation at Sag Harbor."

There is not only conversation in the piece but also beautiful bits of nature writing. Mr. Steinbeck and his two boys testing "Togetherness" despite the fact that his "two sons understand and admire Apartness" spend a chilly spring vacation in a fishing cottage near Sag where they eat outrageous food; discuss problems of life including "payola" and

"Plugola" and venture forth into the outdoors; "It was evening when we got to Discove Point and the sun was bleeding into the clouds over the hills to the south of Great Peconic Bay.—"

"Then it was night and the beauty thing was the full moon white and serene and lovely. The ridged ice of the bay was piled in high wreckage along the shores where the tides had thrust it. The plumed stalks of the pampas grass whispered wonderfully in the night wind. On the frozen surface of the bay the seagulls in congress assembled stood like hunchbacked old men, beaks into the wind to keep their feathers down."

We suggest you get yourself a copy of the March issue of Holiday Magazine from the Curtis Publishing Co. at Independence Square, Philadelphia. You'll add a gem to your collection of Long Islandiana. Holiday is partial to Long Island — perhaps the fact that editor Ted Patrick lives in Quogue has something to do with it—we dunno.

RUFUS B. LANGHANS, the alert young librarian of the fine Long Island collection of Smithtown, has written a second in a planned series of pamphlets relating to the town. "Place Names in the Town of Smithtown, Their Location, Origin and Meaning."

A carefully prepared list of local names is prepared in readable form. There's a good bibliography and notes which should make the pamphlet invaluable to the scholar.

Scholar or not you'll enjoy the sounds and interesting meanings. Here are some of our favorites.

"GRAVELLY HILL" As Mr. Langhans points out "Gravelly

Hill would naturally be a gravelly hill." To be sure but how many people would choose such a name. "Gravel Hill" would be the obvious name. By "Gravelly"—truly descriptive. We wish that the folks down East Hampton way would change 'Hardscrabble road' to 'Hardscrabbelly road' more euphonius? We think so.

"GOING OVER"—A ford on the Nissequogue River " — Again vividly descriptive — how much better than "Smith's Ford" or "Henry Ford's Ford" for that matter. "HAY HOLLOW," "HORSE BEAT," "LEADING HOLLOW," "POLLYPOD," "SPECTACLE POND," and "THE WILDERNESS"—all intriguing names.

"PEACEPUNK" which means "Hothouse" was described by Roger Williams in 1643 as follows:

"This Hot-house is a kind of a little cell or cave six or eight foot over, round, made on the side of a hill (commonly by some

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doubtlesse is a gret means of preserving them and recovering them from diseases—when they come forth (which is a matter of admiration) I have seen them runne (summer and winter) into Brookes to cool them without the least hurt."

As we recall it there was a Peacepunk adjoining the swimming pool at the old Brooklyn Crescent Athletic Club on Clinton Street.

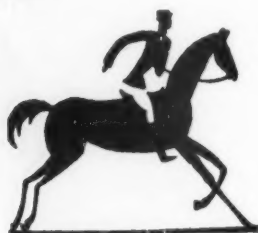
"IT ALWAYS has the Forum vexed

That no-one told in pupil's texts  
The daring rides of Austin Roe  
How could they be neglected so?

"So here we now correct this slight—

Put Austin in his proper light.  
Setauket too, now shares his fame,

And children spared untutored shame."



The above verses come to us from Bernice Marshall, authoress of Garden City, accompanied by her latest effort, "Our Community, Nassau and Suffolk." Her very handy booklet, designed primarily for the teaching of Long Island History, does unlike other histories refer to the rides of Austin Roe who carried coded information written in invisible ink from revolutionary espionage agents on L. I. to a boat on the Sound whence it was taken to the General Washington on the mainland.

Mrs. Marshall's verses are in reply to Paul Bailey's poem about Rider Roe wherein Mr. Bailey lamented the lack of interest in the L. I. horseman contrasted to poetic publicity for Paul Revere. We quote the last verse of the Bailey poem:

"So why should bards have toasted Paul

And mentioned Austin not at all?  
Why shouldn't Roe receive his due  
By being put in school books too,  
And why can't we as loudly crow

Of the midnight rides of Austin Roe?"

(Copyright by Paul Bailey)

Mrs. Marshall's booklet gives a concise historical review, a chapter on "How We Make a Living" which discusses Potatoes, Ducks,



Aircraft and other Long Island products and how they are produced. There are enlightening, simply explained sections on our County, Town and Village governments, maps and a chart of county officials. There are two supplemental pamphlets on Nassau and Suffolk County Courts. Very nice jobs.

Copies are available—write Mrs. Bernice Marshall, 1 South Whitehall Boulevard, Garden City, N. Y.

ALONZO GIBBS, poet and Forum author, has contributed a fine piece, "New Year's Calling," to the Winter, 1960 issue of New York Folklore Quarterly, Coopers-town, N. Y.

THE UNDERHILL Society of America is to be congratulated, not only because it is successful, active and has a fine record of accomplishment but especially on the excellent jobs of editing, writing and printing that comprise its Bulletins.

The February, 1961, issue contains a most informative and skillfully written article on Captain John Underhill (founder of the American family) who arrived on the shores of Massachusetts Bay in 1630, by Dr. Myron H. Luke, history expert and editor of Hofstra College.

Captain Underhill was always a leader, he suffered venomous attacks by the theocrats, along with Roger Williams and Ann Hutchinson, and he survived them. Intolerant of dictatorship, courageous in defiance of the great Petrus Stuyvesant, he lived a long worthy life of action and noble conduct. Dr. Luke concludes his article thus:

"I like to think that the towering shaft which is erected to his memory in the Burying Ground at Locust Valley symbolizes his stature, spiraling as it does above the others. Its long shadow casts itself over our generation, so far removed from his own time; it will continue to cast that shadow for a long time, long after you and I have given way to those who will follow in the endless stretch of the years to come."

Miss Marion F. Overton's "Rufus King, Patriot" which appeared in the Forum back in September 1953 is recalled to Bulletin readers. Peter Luyster Van Santvoord's article "The Wrights and the Starch Works" (Forum 1960) and the review of the June, 1960, Bulletin in this column are cited. Miss Overton and Peter Van Santvoord are Underhill descendants. Headquarters of the Society are at the New York Genealogical and Biographical Society at 112 East 58 st., New York City. If you are an Underhill descendant and don't belong to the Society—you should.

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## Readers' Forum

(Continued from Page 111)

the new tenant of the White House in March.

Just a month prior to the election, a young couple had called on me at the Fulton Theatre; the man was a redhead by the name of Sinclair Lewis, he was accompanied by his first wife, Grace Hegger. They asked for permission to use the Fulton Theatre for a Suffrage rally. We were to rent a Suffrage propaganda film to be shown at the rally and Lewis was to speak.

The night arrived for the rally and the auditorium was packed with over six hundred persons. It was feared that they might turn out to be a hostile audience who might very well become destructive.

Mrs. Lewis opened the meeting introduced Sinclair Lewis who started his address. At the outset there was fidgeting, some whistles and catcalls. However, the sheer magnetism of the speaker soon asserted itself, his eloquence and sincerity finally subduing the most vociferous elements in his audience. Too, Lewis had the look of a man who would not shy from a fight.

Before the meeting, Grace Hegger and her committee of ladies had decorated the theatre with flags and banners. During the showing of the suffrage propaganda film, while the house was in darkness, a bit of disorder broke out and all the flags and banners had disappeared when the lights finally went on again.

That their efforts were successful was shown the following year, when woman were finally permitted to vote, but I will always remember Sinclair Lewis' visit to Hempstead's "Main Street" in 1916."

SEMON H. SPRINGER  
East Meadow

Property on Long Island is becoming increasingly sought after by almost everybody, it seems. If you are interested why not consult the real estate brokers advertising in the Forum?

### Trip To New York

I wonder how many Long Islanders can recall a trip to New York "in the old days"—55 years ago. It was quite an event for me, a small boy, to accompany my Mother on a shopping trip to the city.

The terminal of the railroad then was Long Island City, where one made connections with the 34th Street Ferry. The old steam ferries were always crowded with horse-drawn vehicles and one would stand to windward or ascend to the second deck to avoid the awful odors. Many times

sloops, such as were used on the Great South Bay, could be seen beating across the East River in a fresh breeze, reefed down, and spray flying.

On arrival at the 34th Street Ferry pier a great clamor of porters greeted you, seeking to carry your baggage, and there was the din of liverymen crying "Cab-Cab." There would be a sprinkling of hansom cabs among them, but my Mother would never take one, saying, "Only women of ill repute ride in a hansom cab."

On the East bound trip the  
(Continued on last Page)

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## Railroad

(Continued from Page 110)

In the late 1890s, the Dunton station had been moved to east of Van Wyck Ave., where it served the Montauk and Atlantic Branches. In 1912, this station was removed and ceased to be a stop on the Montauk Branch. At this time, a temporary station was set up west of Van Wyck Ave. for the use of Atlantic Branch trains. Then, in 1914, a new Dunton station was erected east of Maure Ave. on the then new four track line between Dunton and Jamaica.

In 1914, a highway tunnel was put in connecting Washington Ave. on the north with Maure Ave. on the south and the northerly street was renamed as part of Maure Ave., later, the entire street becoming 130th St. Of course, the footbridge was removed at this time.

In 1913, the Main Line west of Jamaica was made a four track line and the old bridges at Metropolitan Ave., Hillside Ave. and Jamaica Ave. were replaced by suitable new bridges. The old ones had existed long before 1900.

As part of the Jamaica Improvement, a number of grade crossings were eliminated. These were at Van Wyck Ave., Division St., Rockaway Rd., Beaver St., Liberty Ave. and South St., the latter on the "Old Southern" line. Highways were bridged except for Division St., which ceased to be a crossing. In its stead, a new highway tunnel was built at Church St. and the old foot subway was sealed up. The old Jamaica station and its facilities were removed and the new Jamaica station between Foley Ave. (143 St.) and Sutphin Blvd. (147 St.) was placed in service on March 9, 1913. Foley Ave. and Sutphin Blvd. were made new crossings under the railroad in 1913, Foley Ave. being a tunnel. The then new Jamaica station was equipped with five platforms and eight station tracks and several outside tracks. The center platform

was provided with a stairway at its west end leading to Foley Ave. tunnel. The station was equipped with a footbridge between the five platforms near its west end. Also, the station office building was built at this time.

(Concluded next Month)

## Poet of Jamaica

(Continued from Page 103)

ride the blue;  
Across the Flushing Road we  
turn our feet,  
Where shady groves foretell  
a cool retreat,  
Here in the hills a little lake-  
let lies,  
The stately trees around, a-  
bove, the skies,  
A pond well known to ev'ry  
rambling boy,  
The name alone will fill each  
heart with joy;  
Herriman's woods, farewell,  
we'll ramble further on—  
Through shady walks and  
groves, to the Goose Pond;  
Here quiet reigns throughout  
the woodland scene,  
Here we can muse, of charm-  
ing nature dream.  
Round "Union Hall," what  
dear associations dwell?  
'Twould fill a volume, had I  
time to tell,  
A down the lane the shady  
trees still stand,  
Unharm'd by time, or touch-  
ed by cruel hand,  
Ye enter still between th'  
posts in front th' door,  
Just as we did in sunny days  
of yore,  
The building stands just as it  
used to then,  
When we were boys; alas, we  
now are men;

The old sun dial's by the win-  
dow sill,  
It bears the marks of time,  
but truthful still;  
The same old bell is there, still  
hanging high,  
The chime, the same it rang  
to you and I,  
Our teachers yet remain, at  
least the two  
To whom your servant's most  
indebted to;  
The same old places still we  
used to play—  
They're much the same as in  
our boyhood day.

## Mrs. Bartlette

(Continued from Page 109)

than Jamaica's "strong breezes"; she became ill again, had financial trouble, and was reduced to taking in "gentlemen boarders" along with her female students. Lydia didn't like that at all, and wrote home in great distress.

Lydia's letter is torn at the top, but there is enough left of it to quote here: "... account of her ill health she now takes in gentlemen boarders, William advises me to remain with her and take lessons until you come to get me a (new) school which I hope will not be long first for I am not contented with my situation at present, so I hope you will not tarry for there are gentlemen coming in every day. William promist me that he would write to you and inform you of my situation but I was ferful that he mint disapoint me. yore afescionet Daughter, Lydia Smith.

"P.S. you must not forget that I am in a bording hous."  
The situation, "Point Billy"

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wrote to his son, was "very unpleasant . . . I wrote down and put her to another school She is now at Number 12 Northmore Street where She Boards. . ."

### Memories

(Continued from Page 100)

ishment at Far Rockaway Beach, the Ostend Baths, a talking motion picture theatre offered a special attraction. My brother and I pestered our parents so much to go to the show that my father one day broke down and took us. The picture was, of course, a silent film. It showed Washington trying to make the States act as a Union. The sound came from records played on a large phonograph. Film and records seldom jibed. When a change of records occurred, the film held fixed until the new record began. The film broke frequently but the record went right on. Army noises accompanied a cabinet meeting. It was a mess! A little more than a generation went by before a practical form of talking picture came along.

As youngsters we watched the transatlantic cables brought ashore at Far Rockaway. A terminal building had been erected on high ground about a quarter of a mile back from the beach. The building was equipped to maintain steady, unvarying temperature and humidity for efficient functioning of delicate instruments.

The cable-laying vessel stood offshore for weeks while small boats brought the cables in through the surf. The cables were tough, clumsy, cumbersome things up to 5 inches in

diameter and liberally swathed in slimy grease. A heavy plow affair buried the cables in the beach sand. With the changing of the beach contour from time to time the cables have been exposed and always the original black grease appears thickly smeared on the covering.

I do not remember seeing a woman swim in all the summer days I spent on the beach at Far Rockaway. Probably they could not swim with the quantity of clothing they hung on themselves. They wore long skirts, pants, stockings, slippers, sleeves, hats to match, and under things with stays

and bustles. All I recall the ladies doing in the surf was to grab the ropes, jump up and down and scream, and souse themselves by squatting in the water. The men wore knee-length cotton trunks and uppers with short sleeves like T. shirts. Some men wore straw hats while in the water. When sleeveless uppers came into style, many beach people felt grossly insulted at the nakedness of the men.

Rather frequently Far Rockaway people had a treat from the sea in the form of fresh, tropical fruit. In storms an occasional fruit ship would miss New York harbor and

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come ashore along the Rockaways. My brother and I once hauled home a full stalk of bananas on our express wagon. Another time a ship's crew threw a load of cocoanuts overboard in order to lighten the vessel enough to float off the bar. We learned how to open cocoanuts then and, also, how very indigestible they are. Oranges, lemons and grapefruit washed in together as they were shipped on the same boat. I remember some cucumbers one time but the salt water had soaked in and spoiled them.

During an unusually severe winter storm the Rockaway beaches became strewn with skimmer clams. They were everywhere, heaps, mounds and even walls of them. Thousands of skimmers!

When the weather warmed and the clams began to thaw, sea gulls gathered in numbers like I have never seen again. They must have flown in from as far away as Boston and Norfolk. I do not know what system sea gulls have of spreading tidings, but it works. As each skimmer thawed, the muscle clamping the shells together went flabby and the shells parted just enough for the gulls to work open. There was a feast spread out for several miles and the gulls let nothing go to waste.

Had it not been for this scavenger habit of sea gulls, the stench of decaying skimmer clams would have made life unbearable along the whole Rockaway peninsula.

One year some relatives from the Dakotas spent New Year's Day with us. In order to settle a wonderful dinner we all walked to the beach. It was a beautiful winter day, clear and bright, a gentle on-shore breeze, and mild temperature. The relatives nearly froze to death even though they were used to temperatures far below zero at home. The trouble was the dampness in the air. The Dakotas have a dry cold which does not penetrate like our moisture-laden atmosphere.

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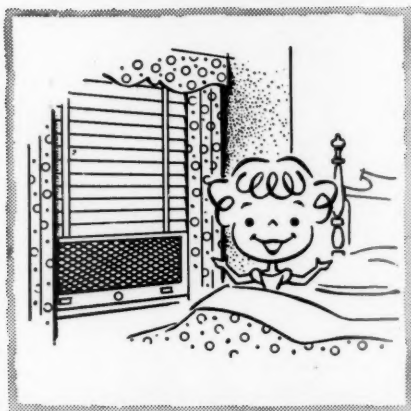
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Note: Bailey's 2-volume Island History and Historic Long Island in Pictures, Prose and Poetry are out of print.

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(Continued from Page 115)  
tracks passed close to the River and above the warehouses could be seen a forest of tall masts and bowsprits of the three and four-masted sailing ships lying at anchor.

Thirty-five cents bought us a seat in the beautiful parlor car equipped with wicker swivel seats and a rug on the floor. The conductor on one evening train was a Mr. Ringhouse. A familiar character also was the lame candy hawker, whose stock in trade included cornucopias filled with Mirror's broken stick candy, which was bought by almost everybody.

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On our arrival in Sayville we were met by our coachman in the station wagon drawn by our horse "Brandy," the other half of the team being "Soda." I think it was a more enjoyable trip then than it is now—or so it seemed to a small boy.

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#### If He'd Listened!

The references to Benjamin Tallmadge in Chester G. Osborne's recent article were particularly interesting to me, since he figures largely in Carl Van Doren's "Secret History of the American Revolution." If John Jameson had listened to Tallmadge, Benedict Arnold would never have escaped alive.

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